METROPOLITAN WATER SUPPLY.—On the second reading of the Water Supply Bill in the House of Lords, the Earl of Shaftesbury said he trusted this bill would not preclude the introduction of some other measure for the supply of purer water to the metropolis. The Earl of Derby said the only alternative was to pass or reject the present bill. He admitted the subject had not been fully considered, but still the only course left open to the government was to propose the present measure or postpone legislation. If the measure were rejected for another year, most likely the public would be found in the same disadvantageous position in which they were at present. There was this merit in the bill, that it provided a purer supply of water to the people of the metropolis than was at this moment within their reach.—Lord Campbell expressed a hope that the government would apply their attention to the general subject of a water supply to the public, hitherto much neglected. He should like to see measures of this kind originated in their lordships' house.

APPROACH TO BRITISH MUSEUM.—Although it is not yet done, it must surely be intended to lay down a flagged causeway from the entrance gates to the portico of the British Museum. On going into the building the other day, I was surprised to find that nothing had been done to form a tolerably commodious and firm foot-road up to it. Owing to a passing shower a short time before, the ground was in very quaguire condition, and bepatched with pools of standing water. What I complain of is not the hardship but the *softship* of having to tread tiptoe all that way upon pulp, and avoid plumping into miniature lakes, to the consternation, I presume, of their presiding naiads. It is dryads not naiads whom we would there meet; at all events have a dry and cleanly path. The trustees or authorities ought to mend their ways in the literal, and perhaps in the figurative sense of the words also. As to the railing next the street, I cannot help considering that an extravagant affair; extravagant in point of taste, as well as in that of cost. The colour chosen for it, too, is such as to give it the look of painted woodwork. A greenish hue would certainly have harmonised far better with gilding than does the present deep brown. Neither is the gilding well distributed: there surely ought to have been some in a vertical as well as horizontal direction, for its being almost entirely confined to the latter occasions a straggling and rather patchy look.—*.*

ETIQUETTE AMONG ARCHITECTS.—A builder complains, under this heading, of an architect employed to restore and repew two parish churches, who has, in each case, persuaded his employers that he can execute the works at a much more reasonable rate than a builder, and employs his own mechanics to carry on the works. Before complaining, however, it would be right to be certain that the proceeding was not forced on the architect. Few architects would willingly take upon themselves the increased trouble and responsibility entailed by this course. If we are to understand that the architect is making money by the arrangement he is acting most improperly.

SECURITY OF PUBLIC BUILDINGS AGAINST FIRE.—An American paper, in drawing attention to the necessity of securing the interior as well as the exterior of public buildings against fire, states that a manufactory of material useful for such a purpose has been established at New York by Mr. T. J. Gillies, of Broadway. The material is iron, enamelled and finished in imitation of marble, or of some of the richest and finest woods. The manufacture is new to America, but not to Europe. As remarked by the paper in question, "The most expensive and permanent materials are generally employed in constructing the outer walls of public buildings, while the most frail and combustible are used in completing the interior. The outside is made fire-proof, but the inside is not. Whereas experience has shown, that at least equal, if not greater caution is required within than without, as conflagrations originate more frequently within than from the outside of public buildings. Our city hall (New York) has been several times on fire, and all its municipal and judicial records threatened with irremediable destruction; but the fire, in every instance, has originated within the building. Such also has been the case with the Treasury building at Washington. The Patent Office building, at Washington, shared a much worse fate, having been wholly consumed. The Congressional Library Rooms also took fire from the inside. The outer walls escaped uninjured, but the library was destroyed. There was security for the outside, but none for the inside. The points of greatest danger, to wit, the interior parts of the building, were lost sight of and left exposed. The building itself, which in case of loss could easily have been replaced, was saved, but the rich and valuable treasury, the accumulations of a whole century, which the building was intended to preserve, and which in many cases cannot be duplicated or replaced, were irretrievably lost. The principal object of strong outside walls is to give strength and permanence to the building; but it is perfectly idle to rely upon them alone for protection against fire. To effect this there is only one remedy—make the insides as well as the outsides fire-proof."

RAILWAY JOTTINGS.—It is understood that a contract has been entered into by the directors of the London and North-Western Company with Messrs. Fairbairn, of Manchester, for the construction of a number of express-train engines, designed by the company's locomotive engineer, for the attainment of high speed. It is fully expected that these engines, which Messrs. Fairbairn have undertaken to complete in four months, will run from Euston-square to Birmingham, a distance of 113 miles, with loaded trains, in two hours; and it is anticipated, therefore, that, before the close of 1852, the important manufacturing and commercial districts of South Lancashire, will be brought within an easy journey of three-and-a-half hours of the metropolis.——The Great Northern station at Retford, according to the *Doncaster Gazette*, is fast approaching to completion. It is situate immediately adjoining the Manchester, Sheffield, and Lincolnshire line, with which it here forms a junction. The buildings altogether are small and insignificant. Approaching from the north, to the right hand of the up-line is a coke-house: a little farther on is the engine shed: in front and behind the engine-house is a paved platform—in front 100 yards in length,—which in passing onwards communicates with the down-train waiting-room, of small dimensions. Nearly opposite to this, on the other side of the line, is the goods warehouse. Near there are some cottages for servants, and a residence for the station master and the clerk in charge. To the southward is the general station, the first of which is the refreshment room, dimensions 20 feet 4 inches by 11 feet 6 inches, and which let at the annual rental of 52*l*. The next is the ladies' waiting-room, adjoining which is the first class waiting-room; then comes the booking-office and the clerk's room, with other appendages. Almost immediately adjoining is the engine-house for supplying the tanks with water. This building is opposite to the main junction, where the two main lines cross each other. At present there is only one road to the Great Northern station, and that is considerably more than a mile distant from the Retford market-place, by a tortuous and somewhat unpleasant route. It is said to be worse situated for tourists, travellers, and the inhabitants of Retford, than any other station on the whole line between London and York.

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Building Association	£1,407 0 0
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For National Society's Training Institution, Westminster. Mr. H. Clutton, architect.

Rigby	£37,997 0 0
Ouvett and Co.	37,815 0 0
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For additions to Woodhall, Worcestershire. Mr. J. J. Cole, architect.

Davis, Birmingham	£2,763 0 0
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"J. J. C.," "J. T.," "A. C.," "Verax," "E. M." (it did not pretend to be a perfect list), "Mr. L.," "L. and M.," "Q. E. D.," "C. S.," "J. B.," "J. A.," "H. A.," "P. L.," "E. N. G.," "J. F. M.," "J. P. P.," "L. V.," "A Subscriber" (spirits of wine, unless used with the greatest judgment and care, will ruin your pictures), "W. H. W." (a disputed point: see [illegible]), "Watchman" (will appear), "F. T. P." (we are unable to refer), "J. D. W.," "Investigator," "J. C.," "G. L.," "W. T." (send us copy of the letter), "M. R.," "B. W." (legally, the district surveyor could claim the fee), "T. D." (go and see Mr. Hart's), "O. J.," "E. S. E." (give us some account of the mansion named), "G. W." (local Act, if any, and other circumstances would have to be considered,—consult an architect), "J. T." (will find them at York-street after Monday).

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